





## Intimation.

W. BOFFEY & Co.  
TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLEN to suit the Present and Coming Season,

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and  
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[1471]

THE YOKOHAMA SPECIE  
BANK LIMITED.(Incorporated in Japan under the authority  
of an Imperial Ordinance No. 59 dated  
the 6th day of the 7th Month of the  
20th Year of Meiji.)SUBSCRIBED CAPITAL.....Yen 12,000,000  
PAID-UP CAPITAL....." 5,450,000  
RESERVE FUND....." 5,010,000

Head Office:—

YOKOHAMA, JAPAN.

Branches and Agencies:—  
Kobe, London, New York, Lyons,  
San Francisco, Honolulu,  
Bombay, Shanghai.

London Branch:—

120, Bishopsgate Street, Within.

London Bankers:—

THE LONDON JOINT STOCK BANK, LTD.,  
THE PARROT BANKING CO. and the ALLIANCE  
BANK, LTD.

Shanghai Agency:—

No. 21, THE BUND.

Hongkong Agency:—

No. 6, PRAYA CENTRAL and ICE HOUSE  
STREET.DRAFTS granted on all the Principal Places  
in JAPAN and CHINA, and on the Principal  
Commercial Centres in EUROPE, INDIA  
and AMERICA, and every description of Exchange  
Business Transacted.NAO NABEKRA,  
Agent.

Hongkong, 22nd September, 1896.

## NOTICE.

UNDER the Authority of the Directors and  
with the Sanction of the Japanese  
Minister of State for Finance, I have This Day  
OPENED an AGENCY of the above BANK at  
No. 6, PRAYA CENTRAL and ICE HOUSE  
STREET, Victoria, Hongkong.NAO NABEKRA,  
Agent.

Hongkong, 22nd September, 1896.

[1481]

Today's  
Advertisements.

FOR A SHORT SEASON ONLY

AT THE

HALL OF MYSTERIES,

Doddell Street.

GRAND OPENING NIGHT

ON

SATURDAY, the 10th October, 1896.

Well Ventilated, Punks, Brilliantly  
Illuminated.

Popular Prices:—

First Seats ..... \$1.50

Second Seats ..... " 1.00

Third Seats ..... " 0.50

Back Seats ..... " 0.30

TSCOVISCO and ALAR KHAN

Unsurpassed, Unrivaled, Never Witnessed

THOUGHTREADING, MYSTIC MAGIC,

SPIRITUALISM,

Come and see them in their

GREAT CABINET TRICK

MYSTERY OF ALL MYSTERIES.

THE HUMAN BUTTERFLY.

THE SPEAKING STATUE.

DISAPPEARANCES.

REAPPEARANCES.

THE MYSTERIOUS SKULL.

THE CRICKET BALLS.

THE IMPENETRABLE MAN.

THE VANISHING SHEEP.

Signorina FELICE. Signor ROBINO.

Come and See them

at the

Hall of Mysteries at Doddell Street Corner

Popular Prices

Splendid Accommodation.

Soldiers and Sailors half price to Second Seats

only.

J. LAWRENCE CAMERON,

Business Manager.

Hongkong, 7th October, 1896.

[1559]

## PUBLIC AUCTION.

THE Undersigned has received instructions

from H. M. NAVAL STOREKEEPER

to Sell by

PUBLIC AUCTION,

ON

WEDNESDAY, the 14th October, 1896,

AT NOON,

at H. M. NAVAL YARD,

OLD IRON, PAPER STUFF, RAGS,

CANVAS, CLOTHING, IMPLEMENTS, &amp;c.

BRASS BOILER and CONDENSER

TUBES.

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 7th October, 1896.

[1562]

## TO LET.

DWELLING HOUSES:—

Nos. 2, 3 &amp; 4, RIFON TERRACE.

No. 2, HILLSIDE, at the PEAK—FUR-

NISHED.

No. 6, VICTORIA VIEW, KOWLOON.

"HARFORD" at MAGAZINE GAY.

GODOWNS IN BLUE BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT

&amp; AGENCY CO., Ltd.

Hongkong, 7th October, 1896.

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Today's  
Advertisements.

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain F. W. Schults, will be despatched for  
the above Port TO-MORROW, the 8th instant,  
at 4 P.M.For Freight or Passage, apply to  
SILKESSEN & Co.  
Hongkong, 7th October, 1896.

[1557]

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 186.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS'

HALL, Zealand Street, on FRIDAY, the 10th

instant, at 8.30 for 9 p.m. precisely. Visiting

Brethren are cordially invited to attend.

Hongkong, 7th October 1896.

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## Intimations.

DAKIN, CRICKSHANK &amp;

COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

DAKIN, CRICKSHANK &amp; Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear com-

parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MENSES and

other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 2nd Mar. 1896.

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## AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CANAL ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all

kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars removed on old ones.

Ladies and Children's Under-clothing,

Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiores will also be most grateful for

any PAPER, or old ENVELOPES to be made into

Books for the Children of the Poor Schools, who

are taught by the Sisters.

Hongkong, 22nd April, 1896.

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## A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

## WINES

AND

SPIRITS.

ALL these are selected by our London House,

bought direct at first hand, imported in wood

and bottled by ourselves, thus saving all inter-

mediate profits, and enabling us to supply the

best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at

the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintage. All are

true Xeres Wines.

CLARET.—Our Clarets, including the lowest

Priced, are guaranteed to be the genuine

product of the juice of the grape and are not

artificially made from raisins and currants,

as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be

pure COGNAC, the difference in price being

merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent

quality and of greater age than most brands

in the market. The SCOTCH WHISKY

marked "E" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our WINES and SPIRITS

to be genuine when bought direct from us in the

Colony or from our authorized Agents at the

Coast Ports.

A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

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## DEATH.

At Shanghai, on the 1st instant, R. C. WICKES,

aged 66 years.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 7, 1896.

## BEWARE!

The China Gazette in its leading article

of the 30th September seems inclined to

throw cold water on the Hongkong

protests against the gigantic monopoly

acquired by the Eastern Extension and

Great Northern Telegraph Companies

and against the monstrous abuse of that

monopoly so strongly evidenced by the

recent rise in rates for telegrams to

Europe and America. It sympathizes

with us undoubtedly and approves of our

action as regards the British Government

and its folly in assenting to the recent

Convention without consulting with the

parties most nearly interested and without

even letting them know what was in con-

templation; but it thinks our protest too

late—which of course, for all practical

purposes, it is inclined to ridicule our

solemn resolution to do all in our

power to promote an opposition cable

across the Pacific, or by some other route,

pledged to accept far lesser rates than the

present Companies are willing to concede.

The China Gazette professes to claim for

its Editor special knowledge of the under-

ground workings of the Great Northern

and Eastern Extension, their means of

influence and their intentions as to the

future, and it warns us that in blinding

ourselves to support a Pacific cable

company we are blinding ourselves to

support our enemies, namely, the existing

companies, perhaps under another name,

but the same parties and the same interests.

The China Gazette asserts that the vast

reserves of the two Companies are in-

tended, not for the purpose of fighting any

opposition that may be set up, and of beat-

ing it out of the field, but with a view to

anticipate and render impossible any

opposition by occupying before

hand all the possible routes on which

opposition might be set up. It is not

merely possible but probable that this is

the policy of the United Companies, and

it is a conception well worthy of the able

men by whom their affairs have been and

are being managed here and in Europe,

and one that they may not unreasonably

hope to be able to carry into operation.

We are deeply indebted to the

China Gazette for calling attention

to it, and we beg in our turn most

earnestly to call the attention of the

Chamber of Commerce and of our leading

citizens to it. It points to a grave danger,

but a danger that energy and foresight

can well and effectually overcome. It

cannot succeed except by the agency of

the same policy of profound secrecy by

which the manipulators of the recent

Convention with China succeeded in

obtaining the assent of Great Britain

and the Powers. Publicity is fatal

to it. Every scheme for the formation

of a Pacific Cable Company must be

closely watched; its promoters ascertained

and their connection with existing cable

companies made known to the world.

Members of Parliament must be instructed

in England, in Canada, in Australia to

obtain pledges from their Governments

that no scheme will be sanctioned,

no contracts entered into without first

being laid before the public and their

representatives. Chambers of Com-

merce all over the world must com-

bine in the public interest to watch

closely every move and delve into every

concession, no matter by whom brought

forward, and insist upon its being so

worded that the Governments in return for

the privileges granted shall have a

potential voice in fixing rates. No

concessions or contracts without full pub-

lication and discussion before hand. No

grants, no privileges without power

reserved to forbid monopolies and

combinations with other companies to the

injury of the public and to regulate prices.

Better pay more money down, if need be,

rather than have it in the power of the

Concessionaires to wring three times the

amount out of the commerce of the world

by excessive rates over unlimited periods.

To be warned is to be forearmed, and

forewarned as we now are it ought to be

impossible for the Great Northern and

Eastern Extension, even with all their back-

stairs influence, to play a second time

the trick they played the other day at Peking.

Publicity will kill them dead, and it de-

pends upon the Chambers of Commerce

throughout the world and the Press to

ensure by their vigilant attention that no

further Concessions are obtained or Con-

ventions entered into without the full light

of day being thrown on the actors and

their actions.

[1



panies, have to fight and we may further add that our Hongkong friends are also mistaken if they anticipate that the enormous reserves of the two Companies, reaching nearly two millions sterling, are to be used to fight opposition. We have the best reason for saying that this money is laid by to provide against competition, not to combat it. The Chairman of the Hongkong Chamber spoke in prophetic vein, though he may not have known it, when he said that the Pacific Cable would be laid before the next century gets into its teens. Quite so. But by whom? Would our Hongkong friends like to blind themselves by solemn compact to support the Pacific cable? We rather fancy they will be somewhat staggered to be told that the Pacific cable, when it comes, which we are afraid will be all too soon, will only increase their burdens, for it will be built at the expense of the supporters of the present monopolists. It is for the laying of the Pacific Cable that the reserve fund of the two Companies is being built up. We have formerly said it would take nine millions of gold dollars to provide the cable from China via Japan, Hongkong, and Peking Island, to some point on the Pacific coast of North America. This is about the sum that the Cable Co.'s reserve now represents. In all probability by the time that reserve reaches to million dollars, or a millions sterling, the Hongkong Chamber of Commerce will have the pleasure of an alternative route via America, but it will be owned and manipulated by the same ring who at present control all telegraphic connections in this part of the globe, and we need not expect in the face of such enormous outlay to provide against competition, that we will get any more telegraphic rates. It will rather lead to a rise all round, while the public benefit of an alternative route can be pleaded as an offset by the Cable Companies. It must not be forgotten that by reason of their position, their financial strength, their possession of the cable ships, staff, and appliances on the spot, and lastly by reason of the Convention between Japan and the Great Northern Company, which prevents any intending competitor from laying a line between China and Japan, the Cable Companies are in the very best position to themselves lay the Pacific cable. We have not the slightest doubt that they will, though most probably not openly, but under another name. Still the Pacific Cable Company of the near future will be the present Cable Companies in fact, in treatment of the public, in unscrupulous use of their monopoly, and in their determination to squeeze the last drop of juice out of the orange that the British and Russian Governments have placed in their hands.

### THE PROPOSED REVISION OF THE TARIFFS IN CHINA.

Shanghai, September 15th.  
The following correspondence was submitted at a meeting of the Shanghai Chamber of Commerce on the 24th ultimo:—

Dear Sir,—As the Tariff question is now being re-opened, the occasion seems fitting that we, the undersigned, buyers of tea in North China, should ask your particular attention to the disastrous condition into which the Chinese tea trade has fallen, which, in our opinion, largely due to the heavy taxation under which it has laboured for many years, a taxation far in excess of the Treaty tariff of 5 per cent. *ad valorem*.

During last season, 1895 x 1896, the export of black tea from China to Great Britain amounted to nearly 37 million pounds, as against 27 millions in 1894 on 1895 x 1888 and 160 millions in season 1880 x 1881, a decrease of 13½ million pounds in fifteen years. This enormous decrease in the volume of the trade, one of the main foundations of our commercial existence in China, has, needless to say, been attended in its course with terrible loss and distress to large numbers of foreigners and to hundreds of thousands of Chinese.

The taxation consists of the export duty, Haikwan Taxis 2½ per cent, Shanghai Taxis 2½ per cent, and the *Hsin* taxes which average about Taxis 2½ per cent—in all say Taxis 5 per cent, which, as the average cost of black tea in North China is about Taxis 20 per cent paid, means a tax of over 30 per cent, on the cost of tea purchased at the Treaty Ports. On sound common tea, which costs about Taxis 21 per cent duty paid, the taxation thus amounts to over 80 per cent, on the cost. Now the Treaty of Nanking and Tientsin (1842 and 1858) fixed the duty on tea at Haikwan Taxis 2½ per cent, which was to represent an *ad valorem* duty of 5 per cent. At the present time, however, an *ad valorem* rate of 5 per cent, would be only about 1½ Taxis per cent, and foreigners were entitled every ten years to have the Tariff revised in this sense, under Article 27 of the Treaty of Tientsin, 26th June, 1858. As to the *Hsin* exactions, which go to make up the Taxis 5 per cent, these were of course never contemplated by the Treaty.

It is only natural that Chinese tea, penalized as it is by this crushing taxation, has been quite unable to compete with the untaxed produce of India and Ceylon. Not only is England but also in the smaller markets of America do we see the working of this inevitable law.

To Australia, China will ship this season only about 7 million pounds of Black Tea, as against 21 millions in 1880 and 1881; the untaxed British grown tea has begun to be taken of late years with the usual result, so that the Australian is now almost on all four with the English trade.

To North America China ships the bulk of her green tea, and there again the taxation tells, as in that market there have to face the competition of comparatively cheap Japanese tea (the duty in Japan being only 3 per cent) with the usual result of a declining export from China.

The decay of the China Tea Trade is going on so persistently that it will soon become a lost trade, unless its burdens are removed. To restore it to a healthy state, we would recommend further steps being taken towards improved quality, and as the producers seem unable or unwilling to effect reforms in this direction, it would be well if the Government were to appoint a board of enquiry, to carry out such reforms as might suggest themselves, from a study of what is done elsewhere.

Trusting that your Chamber will use every effort towards an amelioration of present conditions, in accordance with our treaty rights in this important matter.

We are, Dear Sir,  
Yours faithfully,  
TURNBULL, HOWIE & CO.  
ROBERT ANDERSON & CO.  
REID, EVANS & CO.  
PEARSON, DANIEL & CO.  
GEO. BUTLER.  
F. W. STAYN.

per pro BARLOW & CO.,  
R. S. FREEMAN,  
ALEX. CAMPBELL & CO.  
THOMAS & SAWYER,  
GRAYES & CO.  
JARDINE, MATHESON & CO.  
per pro DODWELL, CARLISLE & CO.  
H. A. J. MACRAY.  
WHICH, LEWIS & CO.  
OVERBECK & CO.  
RODGER & HEATON.

To the Chairman,  
Shanghai General Chamber of Commerce,  
Shanghai.

### Foochow General Chamber of Commerce, Foochow, 14th September.

Sir,—The much discussed question of raising the Customs Tariffs in China presents to this Chamber an opportunity of addressing you with regard to tea—the staple trade of this port—and as the interests of your Chamber in connection with this product are identical with ours, of soliciting your collaboration in supporting them.

It seems scarcely possible that there will be any attempt to raise the export duty on tea, but rather that amongst the various concessions which will be proposed, one will be the advisability of this duty being reduced to a basis of 5 per cent. In accordance with the original Treaty of Nanking, 1842.

The taxation to which Tea in this port are subjected previous to shipment (Customs and *Hsin*) amounts to nearly 40 per cent on the average market value. It is patent, that no trade can possibly bear such a burden, and that unless a different scale be adopted, or free shipment allowed, it is impossible for merchants to compete with other countries where no taxation of any kind exists.

From political telegrams it appears that your Chamber will be called upon for a report on the probable result of a revision of tariff upon the various interests of trade in China, and this Chamber trusts that combined and vigorous action on the part of the Chambers of Commerce interested in China Tea, in representing this great grievance may have the effect of removing it and reconstituting the trade.

I have the honour to be, Sir,  
Your obedient servant,  
H. BAKER,  
Chairman.

E. F. ALFORD, Esq.,  
Chairman  
of the Shanghai Chamber of Commerce,  
Shanghai.

SHANGHAI CHAMBER OF BRITISH MERCHANTS.

Shanghai General Chamber of Commerce, Shanghai, September 17th.

Your Excellency,—This Chamber has had under consideration proposed amendments of the Tariff and Duties and the consequent revision, or adaptation, of the same under conditions of the Foreign Treaties with China; and, recognizing the necessities which the Chinese Government are under to raise additional revenue by increasing taxation upon trade, the Committee feel justified in offering some suggestions which are made with due regard to the welfare and prosperity of the country in which the interests of foreign merchants are so largely involved.

Did the questions at issue rest between one European nation and another, it would be possible for a Chamber of Commerce to state briefly its views and to avoid reference to first principles already well known, but as your Excellency will possibly see fit to lay before the Yamen the views now expressed, it may not be without useful purpose to touch on fundamental rules which ought to govern taxation both of exports and imports in China.

As regards exports it will be admitted that every increase in taxation thereon, every tax upon national industries, plays into the hands of other countries, whilst on the other hand it may be contended that, if China must discharge the foreign obligations by the export of commodities, producers of these commodities should contribute their share towards the needs of their government, and this is just.

The injustice arises when the tax exceeds the need, and ruins a trade by depriving the producer of the narrow margin of profit upon which he can survive; for it must be borne in mind that the value realized for China's exports is not determined by China herself, she is but one factor, the price China receives is determined by the competing production of other countries, and the position of supply and demand in the consuming markets.

Thus, before India and Ceylon grew tea, China could exact her own price; since Tea has become an article of export from other countries, China's share in the trade has declined, and as far as Great Britain is concerned, is threatened with extinction, because the Chinese Government, by the continued imposition of a high tax on the production, rob the grower of his narrow margin of profit and thus check the trade.

It is the same with silk, for which China could formerly only command her price, but whose price is largely dependent upon the production in other countries—if China by taxation exacts a share of the produce as raises the price above that of similar produce in foreign countries, it does not injure the industry of foreign countries, but simply impoverishes the resources of China.

The needs and system of government in China are based upon no European model and may not lightly be disregarded or set aside; but a reasonable revision of the Treaty Tariff requires little more than that sufficient security be furnished by the Chinese Government for the effective fulfilment of obligations which it undertakes to perform, and which have been in the past at a mere dead letter.

To this end the Chamber contends that whilst leaving China to arrange what percentage of Duties should be appropriated respectively to the Imperial authorities and to the Provincial authorities for internal revenues, a certain proportion should be retained as a reserve, from which illegal exaction upon merchandise in transit could be met and satisfied, and that in return for the increase in import duties, all imports should not only be declared free, but actually free from internal taxation while in transit or at the terminal point.

In connection with any important increase of import duty it will be obvious to your Excellency that the question of Bonded Warehouses may of necessity again become a subject for practical consideration, and the Committee submit that the privileges already afforded to the leading Native Steamship Company should be extended to foreign Wharves.

Whilst, according to an increase in import duties, this Chamber considers that export duties, if not abandoned, should at least be reduced, and limited to exports to foreign countries, and not imposed upon goods transferred from one port or place in China to another, in addition to export duty this Chamber considers the principle of transit duty upon produce to meet the requirements of the provincial authorities; the main principle it contends for is the right to buy produce anywhere on the coast or in the interior and transport it, upon payment of transit duty, from one port or place in China to another, there to consume it, without further taxation, or to export it under conditions which of necessity vary in accordance with the nature of the commodity.

The Chamber urges upon the Chinese the construction of manufactures and the fostering of industries of every kind, and, until in a position to satisfy the country's requirements, it suggests, but does not insist, that the introduction of all machinery be duty free, in order that China may take its place as a manufacturing centre amongst the countries of the world as speedily as possible. And this Chamber claims for manufacturers at present established or in course of construction the right to buy produce and transport it from place to place in China upon payment of the transit duty only.

If a basis for the revision of taxation be agreed upon, details can afterwards be arranged as to whether and in what directions specific *ad valorem* duties be respectively imposed, but for the protection of trade and enhancement of the

contract, this Chamber attaches the utmost importance to its suggestion that a guarantee or reserve fund be created which would ensure the fulfilment of transit duty obligations by the Chinese Government's provincial subordinates.

Whilst thus drawing the attention of your Excellency to the principles which this Chamber considers should govern any amendment or revision of Commercial Treaties, it is necessary to request you also to consider the memorial addressed by the Tsung-Yi Yamen to the Throne, on its application to the silk status industry. It has already had the honour of addressing your Excellency, but for sake of record a copy of that communication is hereto attached; the argument against the proposal of the Memorialists to charge 10 per cent, on the improved silk product is simply that the trade will be practically ruined thereby; the raw article (the cocoon) is already overburdened by *Hsin* of more than doubtful legality, and, if the additional import is exacted, it will have the effect of proportionately lowering prices or that the silkworms will close their doors, throwing thousands of natives out of employment and causing great loss of foreign and native capital. The publication of the Chamber's letter to your Excellency has drawn forth from some apparently authoritative person a statement in the newspapers that the expression "to apply" *Hsin* would better have been translated "in substitution of *Hsin*," but, be this as it may, the intention to continue *Hsin* on the raw silk (cocoon) is a product after the manner of a duty, and is a valueless privilege, as it is solely a tax and does not go back in the interior of China for consumption.

The subject of Cotton Mills is one which the Chamber of necessity approach with less freedom; it is a departure *de novo*, and though under existing Treaties immediate advantages might be claimed both for the industry and the Imperial revenue, it is recognized that, provided the necessary guarantees can be obtained for strict adherence to a more lasting agreement, the general discussion of taxation affords an opportune moment for the settlement of the future.

The mill owners therefore maintain that as an incentive to a new industry and one of the principal ones likely to be permanently beneficial to the Government of China, as well as to individual enterprise, it is essential—  
1.—That raw cotton for treatment in the mills, whether purchased in the interior and brought to this or any other Treaty port for subsequent export, shall be free absolutely from *Hsin* or *lati* until it is referred to in the memorial of the Tsung-Yi Yamen and subject only to transit duty on cotton imported from a foreign port.  
2.—That presuming as an illustrative rate the import duty on foreign yarns is raised to an *ad valorem* rate of ten per cent, which entitles the same to the advantages of transit passes and freedom from *Hsin*, the excise or duty imposed on the produce of local mills shall, *inclusive* of the transit pass duty on the raw cotton, never exceed the said ten per cent (or whatever percentage may be fixed) and that the local made yarns shall be sent for or on sale upon duty or to any other port in China have the same freedom from transit duties and immunity from *Hsin* as yarns of foreign importation.

3.—That the excise or duty on local made yarn shall free the same from all export duty or import of any kind whether to a foreign country or any port in China, and that if the latter be the destination, a certificate of payment of excise shall give the said yarn the same freedom from transit duties, *Hsin*, and other exactions, as it would have enjoyed had it been sent direct from Shanghai into the interior.

4.—That raw cotton whether imported from a foreign port or another port in China for treatment in the mills shall be free from import duty, or that if duty be demanded thereon, the same shall be deducted on payment of the excise on the manufactured article.  
5.—That if native cotton mills in any part of the Empire have or are granted any terms or privileges superior to those fixed for foreign owned mills, the latter shall have the benefit of the same.

Without these conditions, or something similar in effect, enterprise will be hampered and China's opportunity of entering the ranks of manufacturing countries lost.

As regards the position of China's trade in so notorious that it is almost unnecessary to dilate. Attached is a copy of a letter to this Chamber dealing with the question in detail, but in asking your Excellency's attention thereto I may be permitted to give a single illustration. The export duty is specific, viz. Taxis 2½ Hk. or Taxis 2½ Shal per cwt, fixed many years ago when it was supposed to be the equivalent of 5 per cent, on the average value of tea supplied. At the present time, owing to the competitive enterprise of other producing countries, a low quality of common tea might be bought for Taxis 9.80 p. cwt, which includes the export duty of Taxis 2½ Hk. or Taxis 2½ Shal, the actual price of the tea therefore at the port of shipment is Taxis 7.30 p. cwt, on which is levied Taxis 2.80, or say 40 per cent (instead of 5 per cent) export duty—I underline the price "Taxis 7.30 p. cwt" for Taxis 7.30 includes excise, *Hsin*, and transit duties of various and substantial amounts, which simply shows that these relaxed and the export duty rectified China may yet by its inherent cheapness of production regain to some extent her lost position. I say to some extent, for not only has China by taxation nullified her own position, but the position is ignored, and all to realize that the case before you by competitors in other countries, both in the plantation and the factory, cannot be combated without the adoption of similar means. In the interests of the masses in China this subject calls for reform.

Your Excellency will, I fear, be wearied with the length of this communication—the importance of the subjects touched on must be the excuse of the Chamber. It is indeed impossible to touch upon all the points of detail, or to discuss with such magnitude and recognition the extent of the Chamber's claims in having obtained the assent of its Vice-Chairman, Mr. Dudgeon, to visit Peking and after such further explanations as may be required by the various members of the Corps Diplomatique. Mr. Dudgeon will leave this for Tientsin and Peking in the course of a few days, and I am requested to commend him to the consideration of your Excellency and your colleagues.

It may be asked how can these expressions of opinion, verbal and otherwise, be brought into practical effect? This Chamber has after anxious consideration decided to suggest that as a *modus operandi* it is advisable that a Joint Commission of Consular and Customs officials, together with a fair representation of merchants, be formed, to sit at this port and at least endeavour to make a report showing in what way the revenue can be raised with beneficial results to the trade of the country. It is not presumed that such a report would in itself be the final settlement of a question which can only be decided by Treaty and Government agreement; but it is deemed possible that the recommendations which the Commission would make might relieve the Legations and the Yamen from much controversy and lengthy discussion, and form the basis upon which an equitable and lasting agreement might be conveniently arrived at.

As a preliminary to this procedure the Committee of this Chamber have asked their Vice-Chairman Mr. Dudgeon to lay before your Excellency and your colleagues any further data,

plantations and arguments which may appear called for.

I have the honour to be,  
Your Excellency's most obedient servant,  
E. F. ALFORD,  
Chairman.

To His Excellency Colonel Denby, Minister of the U.S. of America and Doyen of the Corps Diplomatique, Peking.

### NEWS BY THE CANADIAN MAIL.

The Canadian Pacific Co.'s steamship *Empress of China*, Captain R. Archibald, R.N.R., with the Canadian mails of September 15th, arrived from Vancouver, via Japanese ports of call and Shanghai, yesterday morning. We are indebted to our Vancouver and Victoria exchanges for the following telegrams:—

LONDON, September 6th.  
A despatch from Melbourne to the *Times* says that Mr. Coote, ex-member of the Tasmanian Parliament, has just returned from Japan, and he says that the Japanese are looking to Australia as an outlet for their surplus population. Mr. Coote says that the general talk amongst military men is that in the event of ill-feeling Japan would send men-of-war to seize territory and develop a large portion of Northern Australia.

SAN DIEGO, Cal., September 6th.  
Negotiations in the City of Mexico between the government and the representatives of the Japanese colonization association have been concluded for a concession of 300,000 acres of land in Chiapas. Advice has been received here to the effect that the Japanese will proceed at once to plant Japanese families and colonies on the land for the growing of coffee, tobacco and cotton. The land is given to the Japanese contingent upon the making of a complete survey and the settling of a given number of families within ten years, each family to receive a small tract of land. The details of the concession have been agreed upon by the Mexican authorities and the Japanese, and merely await ratification.

It is the intention of the Japanese, according to the government commission of commerce and industry, to run steamers from Yokohama via Honolulu to Mexican ports as far south as San Blas, the port of Chiapas, for the double purpose of developing commerce and providing communication between the Japanese colony and the home country. The steamers would touch at the most convenient American port. The Chamber of Commerce here is much elated over the news from Mexico, as it practically settles the question of the steamer coming to San Diego.

PARIS, September 11th.  
A dispatch received here from Eden says the port officials there have received information that two German vessels, loaded with arms for Zanzibar, have entered the Red Sea and that strict instructions on the subject have been called to the officials referred to.

PARIS, September 11th.  
Herr Oskar Schuster, director of the Norddeutscher Handels-Gesellschaft, has been arrested on the charge of embezzlement. The newspapers estimate the defalcations at from two million to three million marks. Other arrests are said to be impending.

MADRID, September 11th.  
It is reported here that an additional force of 25,000 men is about to be organized for service in Cuba if necessary.

ZARWAT, SWITZERLAND, September 11th.  
Prof. Grunert, while ascending the Lykamma with two guides, fell from a glacier and was killed.

LONDON, September 11th.  
A private dispatch from Constantinople confirms the rumor that the deposition of the Sultan is being seriously debated by the powers, and important developments are expected with the action of the Sheikh-Ul-Islam, Mehmed Djamil Eddin Effendi, whose first step was the deposition of the Sultan. The British fleet will arrive tomorrow at the island of Thasos, off the coast of Salonica.

The *Windsor Mail* says that the advance of the bank rate was purely a precautionary measure, evident from bank returns which show the reserve to be about the same as on the corresponding date of 1895.

September 12th.  
The Right Hon. W. E. Gladstone has written another letter denouncing the Sultan of Turkey. In this communication Mr. Gladstone says:—In my opinion Abdul the Assassin is the author of the massacre from first to last. These articles have no parallel in recent history. The conduct of Europe is a miserable and degrading mockery. Some sovereigns have given direct countenance and support to the assassin. Indeed, the presence of embassies at Constantinople is, in itself, substantial countenance of support to him and his guilty proceedings. Coercion, which long ago should have been applied to him, might even now be the means of averting another series of massacres.

CONSTANTINOPLE, September 12th.  
An Armenian bank factory has been discovered by the police located beneath the Armenian church near the Kasim Pasha cemetery. From the factory a long tunnel has been excavated in the direction of a powder magazine, the intention obviously being to undermine the magazine and blow it up. The government officials are urging the foreign residents of the city to sign a memorial thanking the Sultan for the protection his majesty has afforded them. A number of Englishmen have considered Sir Philip Currie, the British Ambassador, as to the advisability of signing the memorial, and he has advised the Ambassador to tear up the document and throw the paper into the face of the officials who presented them.

LONDON, September 14th.  
A correspondent of the Associated Press has an interview at Bray, Ireland, with Mrs. Della Stewart Parnell, the venerable mother of the late Charles Stewart Parnell, in accordance with instructions, to ascertain whether the story was true, which had been published in certain American papers, to the effect that Mrs. Parnell was aware of the identity of the person who made a murderous assault upon her in April of last year, and that she had been afraid to disclose the name while in the United States, but now that she was in a foreign country she was prepared to name her assailant and that he had been actuated by political motives. Mrs. Parnell denied all these assertions. To a correspondent of the Associated Press the venerable lady, when seen at Bray, said she still felt the ill effects of the accident that had befallen her on the ship-board while crossing the Atlantic (a full) She explained that the murderous assault made upon her at Bordentown, N. J., had been reported by telegraph and in the American newspapers at time of occurrence, or immediately after; she was unable to remember clearly what occurred; but was emphatic in saying she was and is now ignorant of the identity of her assailant.

NEW YORK, September 14th.  
A despatch to the *Harvard* from Havana says:—It is the rebels who are now making war upon Cuban pacifics. Under a late decree of Maximilian Gonsales, those who have attempted to procure a neutral attitude must show their colors and come out on one side or the other. Able-bodied men are made combatants, and they must take a hand and rifle for Cuba and independence, or abandon their fields and take refuge within the cities and towns held by the

government forces and shoulder a rifle in defence of Spain and the crown. Neutrality in future will not be respected in time of war. Gonsales said there should be no pacifics save helpless and innocent children.  
By a strange coincidence he and Captain-General Weyler have upon this subject identical ideas, and, stranger still, each is opposed to allowing the planter to gather their sugar, coffee and cocoa crops until after the war is fought to a finish. All over the island dispatches bring reports of instances where Gonsales' orders are being rigidly carried into effect.

WILMINGTON, Del., September 14th.  
Captain Murphy, of the steamship *Laurada*, was arrested by Marshal Lennan on a charge of organizing and "setting on foot a military organization against the King of Spain, in Philadelphia on August 11th. The warrant was sworn out by the Spanish Consul at Philadelphia. Murphy was taken before United States Commissioner Smith where District Attorney Vandegilt asked for a continuance until next Saturday, which was granted. The captain was held in \$1000 bail.

### CHINESE AND JAPANESE QUEUES.

Some Japanese papers have insisted that the Chinese in Formosa should be ordered to cut off their queues, as the first step in Japanese civilization, and it is quite possible that the time that has to be devoted to that appendage would be used in some more rational way than that, but, says the *Eastern World*, our Japanese friends themselves have a few queues to cut off, and we may mention one that seems to belong to the same grade of intellect that prompts the Chinese man to wear a greasy pigtail.

We have changed our residence, and amongst our new neighbours we also have a god, not a tip top god, but still a god who amongst his fellow would occupy the rank of a well-connected samurai. We infer this at least from the great popularity he seems to enjoy, although he is nothing more than a stone fox and evidently labours under the difficulty of being stone deaf, too, for to call his attention to the fact that some one has a little job for him it is necessary to beat a tom-tom, the favourite instrument of the untutored African, who would make a meal of his grandfather to its enlivening tune. To wake up the stone fox the tom-tom is beaten with great energy for about an hour every early in the morning, and that wakes up everybody else in the neighbourhood, too; we presume so, at least. The god is then ready for business, but from our observations, made on Sundays and evenings, it seems our neighbour, the god, does not get again as soon as the tom-tom ceases to be tom-tomed, so that every new client has to beat it again or pay some one else to do so, but in any case enough comes in to pay the rent. Sometimes when business is brisk the tom-tom is kept going till late in the night.

Now it seems to us that there is a pretty long queue there that needs cutting off. Imagine, here we have a people whose ships to-day plough the seas of the world drumming to a stone fox by the hour, in the belief that it will arrange all such of their affairs for them as they themselves cannot manage. Here we have the same people, whose works of art delight the eyes of the West, using the instrument of the African savage, to what must be reckoned to be the worship of a superior being—*haridima*—in the shape of a stone fox, to whose principal shrine at Kaneda-perfect pilgrimages take place on the 11th of every month. Well, to sum up, we think the *tom-tom* must go; it is one of the queues that Japan of to-day will have to cut off, and if the tom-tom goes, all the stone foxes in the country will follow it.

### HONGKONG GOLF CLUB.

CAPTAIN'S CUP FOR OCTOBER.

Mr. M. Stewart	102	18	84
Mr. C. A. Jones	101	15	86
Mr. C. E. Hume	97	8	89
Mr. C. H. Grace	103	13	91
Mr. G. Stewart	96	4	92
Mr. C. Palmer	107	11	96
Mr. W. J. Saunders	110	18	98

The other players made no return.  
The Post was also won by Mr. M. Stewart. Members whose handicaps are over 16 are reminded that the entries for the Duff's Cup close on the 14th October.

### SHIPPING AND MAIL NEWS.

MAILS DUE:	
Tacoma ( <i>Olympia</i> ) to-morrow.	
Indian ( <i>Catharine Ahear</i> ) 10th inst.	
French ( <i>Malibou</i> ) 11th inst.	
American ( <i>City of Peking</i> ) 19th inst.	
American ( <i>Doric</i> ) 26th inst.	

THE D. D. R. steamship *Ceres*, from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 12th inst.

We are informed by the Agents of the Austrian Lloyd's S. N. Co. that the Company's steamer *Vindobona* left Singapore this morning for this port.

### SHIPPING RETURNS.

From 5 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.	
Ningchow	Steamer, from Shanghai.
Rohila	" " " Shanghai.
Dorfi	" " " Canton.
Loompoo	" " " Canton.
E. Richmond	" " " Shanghai.
Wistur	" " " Amoy.
Yoko	" " " Kobe.
Miyoko	" " " Shanghai.
Aggregating 15,782 tons register.	

### DEPARTURES.

Tanah	Steamer, for Shanghai.
Ohirawa	" " " Kobe.
Tamutu	" " " Shanghai.
Aggregating 5,958 tons register.	

### HONGKONG AND WHAMPOA DOCK RETURNS.

In Kowloon Dock.	
Active	" " "
Whitcomb	" " "
Bright Cloud	" " "
Hallan	" " "
S. D. Carlson	" " "
J. John Bailey	" Cosmopolitan
Gaelic	" " "
Clan MacFarlane	" Aberdeen
Nanchang	" " "

### PAIRED THE CANAL.

OUTWARD.—1st September—*Flores* Hall, 8th September—*Antenor*, 11th September—*Arweny*, 18th September—*Yapan*, 21st September—*Ulysses*, 25th September—*Banish*, 28th September—*Strathey*, 30th September—*Banish*, 1st October—*Strathey*, 3rd October—*Strathey*, 5th October—*Strathey*, 7th October—*Strathey*, 9th October—*Strathey*, 11th October—*Strathey*, 13th October—*Strathey*, 15th October—*Strathey*, 17th October—*Strathey*, 19th October—*Strathey*, 21st October—*Strathey*, 23rd October—*Strathey*, 25th October—*Strathey*, 27th October—*Strathey*, 29th October—*Strathey*, 31st October—*Strathey*, 1st November—*Strathey*, 3rd November—*Strathey*, 5th November—*Strathey*, 7th November—*Strathey*, 9th November—*Strathey*, 11th November—*Strathey*, 13th November—*Strathey*, 15th November—*Strathey*, 17th November—*Strathey*, 19th November—*Strathey*, 21st November—*Strathey*, 23rd November—*Strathey*, 25th November—*Strathey*, 27th November—*Strathey*, 29th November—*Strathey*, 31st November—*Strathey*, 1st December—*Strathey*, 3rd December—*Strathey*, 5th December—*Strathey*, 7th December—*Strathey*, 9th December—*Strathey*, 11th December—*Strathey*, 13th December—*Strathey*, 15th December—*Strathey*, 17th December—*Strathey*, 19th December—*Strathey*, 21st December—*Strathey*, 23rd December—*Strathey*, 25th December—*Strathey*, 27th December—*Strathey*, 29th December—*Strathey*, 31st December—*Strathey*, 1st January—*Strathey*, 3rd January—*Strathey*, 5th January—*Strathey*, 7



## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:-

WATKINS &amp; CO., HONGKONG.

52]

## SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT &amp; GRANCE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL &amp; Co., Hong Kong.

## A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

## Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:-WATKINS &amp; Co., Hongkong.

## SERRAVALLO'S

FERRUGINOUS QUININE.

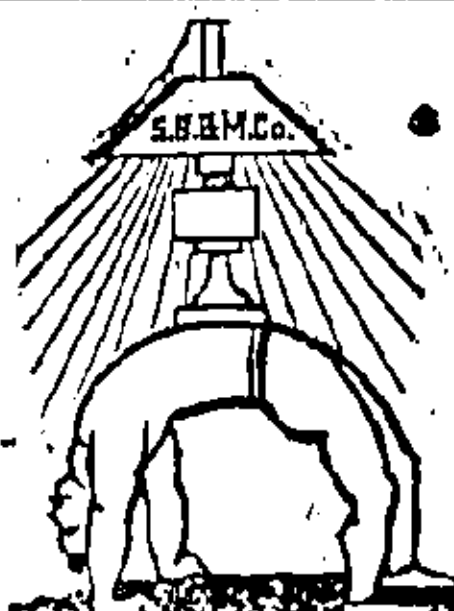
## THE GREAT AUSTRIAN TONIC

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being an EXQUISITE TASTE.

Sole Agents for Hongkong:-

A. S. WATSON &amp; Co.

Hongkong, 1st September, 1896. [1377]



## LIGHT ON THE STOMACH.

Such is the verdict of all those who have tried SERRAVALLO'S TONIC. Some bear the heavy on the stomach. That is certainly not desirable. Avoid such beers. By using the "RAINIER" brand you are sure of a mild, light beer, one that is easy to digest and nutritious.

F. BISHOP,

OFFICE:-ICE HOUSE LANE.

Hongkong, 28th September, 1896. [1521]

## WHYTE &amp; MACKAY

"DOUBLE LION BRAND"

SPECIAL

SELECTED HIGHLAND

WHISKY.

PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong:-

ROBERT JACK &amp; Co.,

Pottinger Street.

Hongkong, 24th September, 1896. [1497]

## Shipping.

## STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND

Ports, and taking through cargo to

ADELAIDE, NEW ZEALAND, &amp;c.)

THE Steamship

"AUSTRALIAN."

Captain P. Helms, will be despatched for the

above Ports on TUESDAY, the 20th instant,

at Noon.

The attention of Passengers is specially

drawn to the Superior Accommodation offered

by this Steamer—First Class Saloon being

situated forward of the Engine, and Second

Class in the Poop.

A Refrigerating Chamber ensures the supply

of Ice and Fresh Provisions during the entire

voyage, and the Steamer is fitted throughout

with the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 3rd October, 1896. [1448]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Robson, will be despatched for the

above Ports TO-MORROW, the 8th instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK &amp; Co.,

General Managers.

Hongkong, 7th October, 1896. [1554]

"RICKMERS" REGULAR LINE OF

STEAMERS.

FOR MARSEILLES, HAVRE, BREMEN

AND HAMBURG.

THE Company's Steamship

"ELISABETH RICKMERS."

Captain Andersen, will be despatched as above

TO-MORROW, the 8th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

Hongkong, 1st October, 1896. [1486]

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"CAM."

Captain Shaw, will be despatched as above on

or about SATURDAY, the 10th instant.

For Freight or Passage, apply to

DODWELL CARLILL &amp; Co.,

Agents.

Hongkong, 3rd October, 1896. [1544]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS."

Captain Gregory, will be despatched as above

on SUNDAY, the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st October, 1896. [1536]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASLOUN."

Captain J. Murray, will be despatched for the

above Port on MONDAY, the 12th Oct. at

Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; Co.,

Agents.

Hongkong, 24th September, 1896. [1508]



## NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

(Under Mail Contract)

FOR THURSDAY ISLAND, TOWNSVILLE,

BRISBANE, SYDNEY AND

MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU."

Captain James Jones, will be despatched for the

above Ports on SATURDAY, the 17th October,

at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 24th September, 1896. [1496]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COVENTRY,

STOCKHOLM, NORSKOPING, GYDE,

DANTZIC and KONGSBERG, with transshipment

in HAMBURG.)

THE Company's Steamship

"TELENA."

Captain Scott, will be despatched as above on

MONDAY, the 19th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

Hongkong, 6th October, 1896. [1487]

NORDEUTSCHER LLOYD.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Chartered Steamship

"DAPHNE."

Captain Samuelson, will leave for the above

Ports on or about WEDNESDAY, the 21st inst.

For Freight or Passage, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 6th October, 1896. [1455]



## NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO, PORT

SAID, MARSEILLES, LONDON

AND ANTWERP.

THE Company's Steamship

"HIMEJI MARU."

will be despatched for the above Ports on

SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 5th October, 1896. [1551]

## SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A.I. American Ship

"SAINT MARK."

Dudley, Master, will load here for the above

Port, and will have quick dispatch.

For Freight, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 28th August, 1896. [1557]

FOR SAN FRANCISCO.

THE As. I. British Bark

"CASABLANCA."

Canley, Master, will load here for the above

Port, and will have quick dispatch.

For Freight, &amp;c., apply to

SHEWAN TOMES &amp; Co.,

Agents.

Hongkong, 4th September, 1896. [1494]

FOR NEW YORK.

THE 3/4 L. I. American Ship

"WILLIAM J. ROTCH."

Captain Lancaster, will load for the above Port,

and will have quick dispatch.

For Freight, &amp;c., apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

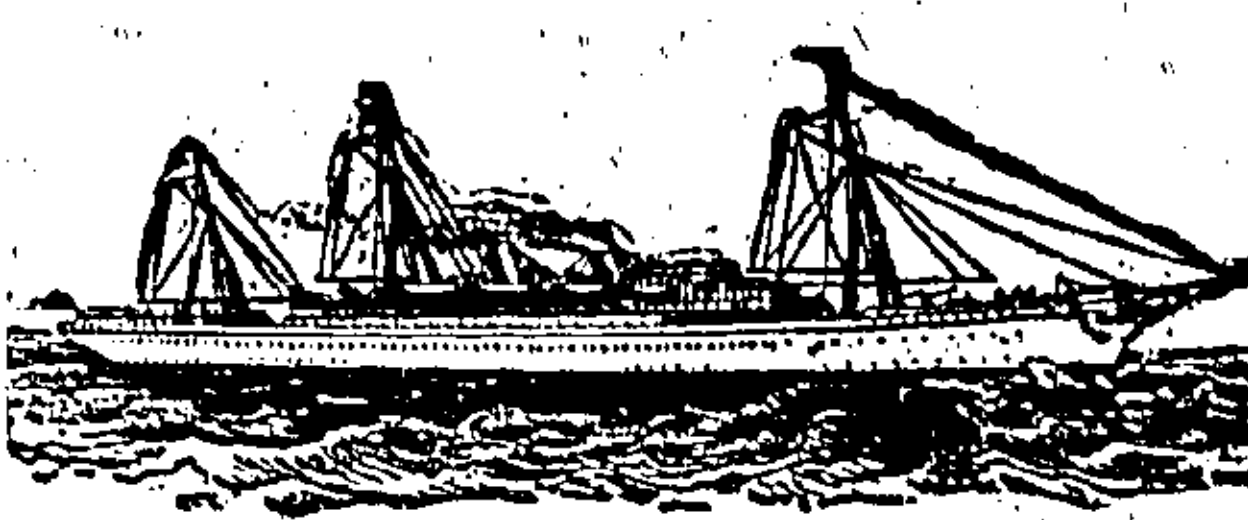
Hongkong, 10th October, 1896. [1554]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney

Australasia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for

9 months, &amp;c.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 30th September, 1896. [3]

## OCCIDENTAL &amp; ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE;

VIA

THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea &amp; Honolulu) ...

Wednesday, 4th Nov., at Noon.

Doric (via Nagasaki, Kobe, Inland Sea &amp; Honolulu) ...

Saturday, 21st Nov., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea &amp; Honolulu) ...

Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via

NAGASAKI, KOBE, INLAND SEA AND

YOKOHAMA, on WEDNESDAY, the 4th

November, 1896, at Noon. Connection being

made at Yokohama with Steamers from

Shanghai.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various Routes may be obtained

upon application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embarking

at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PASSENGER PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until Five P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,